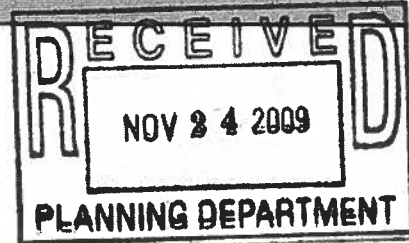


County of Loudoun
Department of Planning
MEMORANDUM

DATE: November 24, 2009

TO: Marchant Schneider, Project Manager
Land Use Review

FROM: Kelly Williams, Planner III
Community Planning



**SUBJECT: CMPT 2009-0013, Loudoun County Public Schools – HS7
Dulles South High School and Future Elementary School**

EXECUTIVE SUMMARY

The Loudoun County School Board proposes a Commission Permit to allow a high school and elementary school in the TR-1 (Transition Residential) and PD-GI (Planned Development-General Industrial) Zoning Districts. The site is 97.16 acres and is located on the east and west side of Goshen Road (Route 616), approximately 1 mile south of Route 50.

The proposed high school and elementary school are envisioned within the Transition Policy Area along collector roads provided that they are developed at a scale that allows them to blend effectively (visually and spatially) into a rural landscape. Staff recommends approval of the Commission Permit for the location of the school site, and notes that a Special Exception will be required prior to their construction. A more detailed review of site design and layout, environmental impacts, scale and intensity, parking and pedestrian/bicycle accommodations will be reviewed for compliance with the Plan during the Special Exception review process.

BACKGROUND

The Loudoun County School Board proposes a Commission Permit to allow a high school and elementary school in the TR-1 (Transition Residential) and PD-GI (Planned Development-General Industrial) Zoning Districts. The site is 97.16 acres and is located on the east and west side of Goshen Road (Route 616), approximately 1 mile south of Route 50. The site is bounded by the Westport Subdivision to the south and west, a public park and open space easement to the east (abutting relocated Route 659) and planned residential uses to the north (Stone Ridge). The property is in the Ldn 60 1-mile buffer of the Airport Impact Overlay District.



Vicinity Map

The applicant proposes a high school of up to 292,000 square feet, and an elementary school, of up to 105,000 square feet, for a maximum of 397,000 square feet total, along with associated recreational facilities.

The high school is identified in the FY-2010-2014 School Board Adopted Capital Improvements Program (CIP) and is planned to be opened the Fall of 2012. The FY10-14 CIP has further identified the need for three elementary schools to serve Dulles South and vicinity to the south of Route 50. The planned opening of the elementary school has yet to be determined, therefore the applicant proposes to identify this site as a future location of one of the needed elementary schools.

The property contains various Green Infrastructure resources; including floodplain, wetlands, surface waters, forest resources, moderately steep slopes, and habitat areas.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The site is governed under the policies of the Revised General Plan, the Countywide Transportation Plan (CTP), and the Bicycle and Pedestrian Mobility Master Plan (BPMMP). The site is located in the Upper Broad Run and Upper Foley subareas of the Transition Policy Area (Revised General Plan, Chapter 8, Transition Policy Area Subarea Map). The County's vision for the Transition Policy Area is for land uses that provide a visual and spatial transition between the suburban development to the east and the rural development to the west.

ANALYSIS

LAND USE

The Transition Area is intended to develop with a unique and innovative blend of rural and suburban development features that fully integrate the elements of the Green Infrastructure and establish natural open spaces as a predominant visual element and enhancement to the area's river and stream corridors (Revised General Plan, Chapter 8, Land Use Pattern, text). The non-residential component of the Transition Policy Area

will be comprised of uses that represent an appropriate transition from suburban to rural land uses, such as public schools and other compatible land uses. These uses will serve to promote a rural character while serving both rural and suburban populations (Revised General Plan, Chapter 8, Land Use Pattern, text).

Large-scale civic or institutional uses requiring more than 15 buildable acres, either individually or in a multipurpose facility, should be located on the periphery of an individual neighborhood or in core areas on roads that can accommodate the anticipated traffic volume. (Revised General Plan, Chapter 8, Community Design Policy 23.c) Within the Transition Area, such uses are to front major arterial or collector roads (Revised General Plan, Chapter 11, Transition Policy Area Design Guidelines Policy 3.c) and are to be developed at a scale that allows them to blend effectively (visually and spatially) into a rural landscape (Revised General Plan, Chapter 11, Transition Policy Area Design Guidelines Policy 3.a).

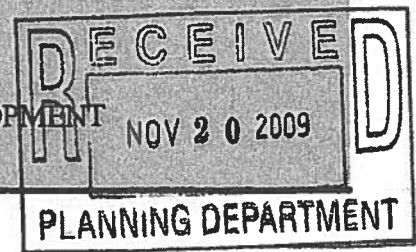
The proposed schools are located between relocated Route 659 and Goshen Road. A wetlands preservation easement and buffer (part of Stone Ridge development) and a park (part of the CD Smith development) border Route 659 and provides a non-developable area between the proposed schools site and Route 659. This provides a continuous network of open space which will enhance the visual prominence of the school buildings along Route 659 and help provide a transition from the suburban policy area to the rural policy area. (Revised General Plan, Chapter 11, Transition Policy Area Design Guidelines Policy 15). Further, the schools would be located along the periphery of the Westport, CD Smith and Stone Ridge residential developments. Access would be provided to Route 659 which is classified as an arterial road and is envisioned to handle higher traffic volumes (CTP, Appendix 1, Design Guidelines for Major Roadways).

Staff finds that the general location, character, and extent of the proposed uses are in substantial accord with the Comprehensive Plan which anticipates the development of schools in the Transition Area in locations along major roadways which can handle higher traffic volumes and where they will provide a transition between suburban and rural areas. Therefore, staff supports the approval of a Commission Permit for the proposed uses.

cc: Julie Pastor, AICP, Director, Planning
Cynthia L. Keegan, AICP, Program Manager, Community Planning (via email)

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COUNTY OF LOUDOUN
MEMORANDUM
DEPARTMENT OF BUILDING AND DEVELOPMENT



DATE: November 20, 2009

TO: Marchant Schneider, Project Manager, Department of Planning

FROM: Val Thomas, Planner, Zoning Administration *CT*

CASE NUMBER AND NAME: CMPT 2009-0013; Loudoun County Public School

TAX/MAP/MCPI NUMBER: 247-28-4151, 248-48-6530, 248-38-2718, 248-37-9637, 248-37-9082, 248-47-8234, 248-47-8669, 247-17-3577, 247-17-8636, 248-47-9789

The application is to request a commission permit for a proposed High School (HS-7) and Future Elementary School in the Dulles South Area on land assemblage totaling 97.16 acres (see parcels referenced above). The properties associated with this application are zoned TR-1UBF (Transitional Residential), PD-GI (Planned Development-General Industry), A-I (Airport Impact Overlay District) and FOD (Floodplain Overlay District) under the *Revised 1993 Zoning Ordinance*. It should be noted that portion of the subject property also contain areas of moderate and very steep slopes.

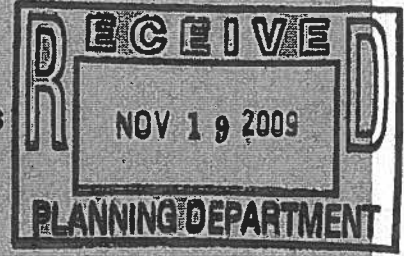
Zoning staff has reviewed the commission permit in accordance with the *Revised 1993 Zoning Ordinance*, in particular Section 6-1100 and provides the following comments:

1. A school, whether elementary, middle or high school for more than 15 pupils is a special exception use in the TRI-UBF zoning district (Section 2-1702). Similarly, pursuant to Section 4-604(SS) of the PD-GI zoning district, a public school is a special exception use subject to Section 4-607(H) of the Zoning Ordinance. Please ensure that a special exception application is submitted to locate the school use at the above referenced properties.
2. Section 6-1103(A) states that the feature for which approval is being sought, must substantially conform to the Comprehensive Plan. Staff defers to the Planning Department for comment.
3. One of the properties (MCPI # 247-28-4151) owned by Stone Ridge Community Development IV LLC is currently in review with the County as part of a legislative application ZMAP 2006-0011 and ZCPA 2006-0003. Please note that this application must be approved prior to approval of a special exception for the schools.
4. Include the commission permit application number CMPT 2009-0013 on the Cover Sheet.
5. It is not clear why the zoning requirements are included on the Cover Sheet. The Applicant notes that there are 9 existing lots and one proposed lot. This implies lot consolidation which

is not part of this application. Staff recommends that the zoning requirements be removed as they are not relevant to the commission permit application.

6. It should be noted that zoning has not reviewed the proposed application in terms of site design, layout, zoning district regulations etc. This will be done at the time of special exception. Staff therefore recommends that Sheet 7 is removed from the CMPT application.
7. In the Statement of Justification (page 2) correct the special exception reference SPEX 2000-0017 to SPEX 2009-0017.

County of Loudoun
Office of Transportation Services
MEMORANDUM



DATE: November 19, 2009

TO: Marchant Schneider, Project Manager
Department of Planning

FROM: Lou Mosurak, AICP, Senior Transportation Coordinator *LM*

SUBJECT: CMPT 2009-0013—Loudoun County Public Schools
Dulles South High School (HS-7) and Future Elementary School
First Referral

Background

This Commission Permit (CMPT) application seeks to determine whether the location, character and extent of a 302,000 sq ft public high school and a 105,000 sq ft elementary school are in conformance with the Comprehensive Plan. The facilities are proposed to be located on approximately 97 acres just west of future Northstar Boulevard (Route 659 Relocated), south of future Tall Cedars Parkway and north of existing Braddock Road (Route 620). Existing Goshen Road (Route 616), an unpaved local secondary road, runs north-south through the site. The site is an assemblage of nine parcels and is partially within the Stone Ridge development; approximately 94 acres are currently zoned TR-1 (Transitional Residential-1), and three acres are currently zoned PD-GI (Planned Development—General Industry). Access is proposed via a new public road extending west from future Northstar Boulevard; a potential separate access road to the future elementary school, also extending west from future Northstar Boulevard, is depicted as well. Goshen Road (Route 616) would be abandoned as part of future development of the site between the northern (high school) access road south to Braddock Road (Route 620). A vicinity map is provided as *Attachment 1*.

In its consideration of this application, the Office of Transportation Services (OTS) reviewed materials received from the Department of Planning on November 2, 2009, including (1) a statement of justification prepared by the Applicant, dated October 14, 2009; and (2) a plan set (including a Commission Permit plat) prepared by Bowman Consulting Group, Ltd., dated October 14, 2009.

Existing, Planned and Programmed Transportation Facilities

The site is located near the eastern edge of the Transition Policy Area, south of John Mosby Highway (U.S. Route 50) and just west of future Northstar Boulevard (Route 659 Relocated). CTP roadways surrounding the site are described below. OTS' review of existing and planned transportation facilities is based on the 2001 Revised Countywide Transportation Plan (2001 Revised CTP) and the 2003 Bicycle & Pedestrian Mobility Master Plan (2003 Bike

& Ped Plan). Additional CTP roads will be reviewed as part of subsequent rezoning (ZMAP) and special exception (SPEX) applications; the impact of the proposed schools on the surrounding road network and necessary mitigation measures will be identified in a forthcoming traffic study. The traffic study will be reviewed by OTS staff as part of the ZMAP and SPEX application process.

Northstar Boulevard (Route 659 Relocated) is a planned new roadway corridor that would run from Existing Route 659 (Belmont Ridge Road) in the Brambleton development south to Route 50, continuing south to connect with the future Route 234 Bypass in Prince William County. The 2001 Revised CTP calls for Northstar Boulevard to ultimately be a six-lane divided (U6M) minor arterial with controlled access. A grade-separated interchange is planned at Route 50. The final alignment of Northstar Boulevard between its current southern terminus south of Creighton Road (in Brambleton) and Tall Cedars Parkway (in Stone Ridge) has not been determined. From Tall Cedars Parkway south to Braddock Road (Route 620), right-of-way (ROW) for Northstar Boulevard has been identified and partial construction has been proffered as part of approved rezoning applications in the area.

The 2003 Bike & Ped Plan categorizes Northstar Boulevard as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned in the future. Such facilities are anticipated to be incorporated into the design and construction of this future roadway; a multi-use trail is depicted along the east side of Northstar Boulevard on the most recently approved Stone Ridge rezoning plat (ZMAP 2002-0013).

Tall Cedars Parkway is the Route 50 South Collector Road. It is classified as a major collector by the 2001 Revised CTP and is currently constructed to its interim four-lane divided (U4M) condition within Stone Ridge, from Gum Spring Road (Existing Route 659) west to the new Arcola Elementary School (near the location of its future intersection with Northstar Boulevard (Route 659 Relocated)). This segment of roadway is ultimately planned to be a six-lane divided (U6M) roadway. West of Northstar Boulevard (Route 659 Relocated), Tall Cedars Parkway is planned as a four-lane undivided (R4) roadway west to the Lenah Connector Road. Right-of-way (ROW) reservation for this future roadway has been identified as part of previous Stone Ridge rezoning approvals (including ZMAP 2002-0013) and as part of the approved Marrwood and Westport preliminary subdivisions (SBPL 2007-0013 and SBPL 2006-0040, respectively). There are no current plans to construct this roadway.

The 2003 Bike & Ped Plan categorizes Tall Cedars Parkway as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned in the future. Such facilities are anticipated to be incorporated into the design of this future roadway. A multi-use trail is in place along the north side of the existing segment of Tall Cedars Parkway within Stone Ridge (from Gum Spring Road west to Arcola Elementary School).

Braddock Road (Route 620/Route 705) (segment between Gum Spring Road (Existing Route 659), Northstar Boulevard, and the Lenah Connector Road) is currently constructed as a paved, two-lane (U2) facility from Gum Spring Road west to the vicinity of Kilkeen Way (in Kirkpatrick Farms, west of the power lines), and as an unpaved facility west of that point. Between Gum Spring Road and Northstar Boulevard, the 2001 Revised CTP classifies

Braddock Road as a major collector and calls for its ultimate condition to be widened to a four-lane (U4M) divided section. Between Northstar Boulevard and the Lenah Connector Road, the 2001 Revised CTP classifies Braddock Road as a minor collector and calls for its ultimate condition to be widened to a four-lane (R4) undivided section. Construction of future improvements along Braddock Road is anticipated to be concurrent with adjacent development.

The 2003 Bike & Ped Plan categorizes Braddock Road as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned in the future. Such facilities are anticipated to be incorporated into the design of this future roadway. Multi-use trails are in place along segments of both the north and south sides of Braddock Road west of Gum Spring Road where the road has been improved.

Lenah Connector Road (segment between John Mosby Highway (Route 50) and Braddock Road (Route 705)) is a planned new north-south roadway that is classified by the 2001 Revised CTP as a minor collector. It is planned to be a four-lane undivided (U4) segment between Route 50 and Tall Cedars Parkway, and a two-lane undivided (R2) segment between Tall Cedars Parkway and Braddock Road. The northernmost segment of existing Lenah Road (Route 600) forms part of the planned alignment. The pending Lenah Subdivision (SBPL 2008-0002) is proposing to construct a two-lane (R2) section of the Lenah Connector Road (referred to as Lenah Village Drive) through its property to Braddock Road; this roadway would connect with the existing north-south segment of Lenah Road referenced above to provide access to Route 50.

The 2003 Bike & Ped Plan categorizes the Lenah Connector Road as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned in the future. Such facilities are anticipated to be incorporated into the design and construction of this future roadway. The Lenah Subdivision is proposing to construct a multi-use trail along the west side of Lenah Village Drive through its property.

Transportation Comments

1. The Revised General Plan calls for large-scale institutional uses within the Transition Policy Area to front on major (arterial or collector) roads (Revised General Plan, Transition Policy Area Design Guideline 3c, pg. 11-19). Northstar Boulevard (Route 659 Relocated) is classified by the 2001 Revised CTP as a minor arterial. The Commission Permit Plat depicts access to the proposed facilities via a future public road connection from Northstar Boulevard, as well as a potential second public road connection from Northstar Boulevard to the site of the future elementary school. OTS believes that the location of the proposed facilities and the access configuration depicted on the Commission Permit Plat meet the intent of the referenced Revised General Plan policy. It is noted that environmental features and a proffered public park site separate/buffer the proposed facilities from Northstar Boulevard.
2. The Revised General Plan calls for large-scale institutional uses (requiring 15 or more buildable acres) to be located on the periphery of an individual neighborhood or in

(village) core areas on roads that can accommodate the anticipated traffic volume (Revised General Plan, Transition Policy Area Community Design Policy 23c, pg. 8-8). The site is located at the periphery of several large approved developments, namely Stone Ridge, C.D. Smith and Westport, and access is proposed via Northstar Boulevard (Route 659 Relocated), a planned six-lane divided minor arterial. OTS believes that the location of the proposed facilities depicted on the Commission Permit Plat meets the intent of the referenced Revised General Plan policy. Detailed traffic analysis will be conducted and reviewed as part of forthcoming ZMAP and SPEX applications for the schools.

3. The 2003 Bike & Ped Plan calls for bicycle and pedestrian facilities along designated "baseline connecting roadways" including Northstar Boulevard. The 2003 Bike & Ped Plan also contains specific policy language regarding school access (2003 Bike and Ped Plan, School Access Policies, pgs. 36-37). Detailed review of bicycle and pedestrian facilities in the vicinity of the proposed schools, to include connections to adjacent developments, will be conducted as part of the forthcoming ZMAP and SPEX applications.
4. As noted above, a detailed traffic study will need to be prepared by the Applicant and submitted to the County for review as part of subsequent ZMAP and SPEX applications for the proposed schools. Specific impacts to the surrounding road network resulting from the proposed schools and mitigation measures will be identified and reviewed at that time.
5. The abandonment of Goshen Road (Route 616) through a portion of the site would need to be approved by the Board of Supervisors. Secondary road abandonments are typically conducted subsequent to Board action on land development (ZMAP and SPEX) applications. Alternate public road access (i.e., Northstar Boulevard) would need to be in place prior to abandonment.

Conclusion

Based on review of the planned road network in the area and relevant transportation policies, OTS has no objection to the approval of this Commission Permit application.

ATTACHMENT

1. Site Vicinity Map

cc: Andrew Beacher, Assistant Director, OTS

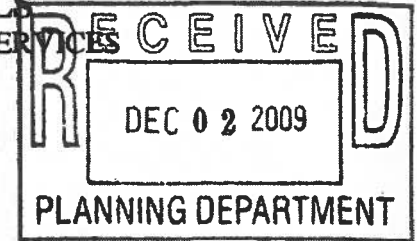
VICINITY MAP

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LOUDOUN COUNTY PUBLIC SCHOOLS
DEPARTMENT OF PLANNING AND LEGISLATIVE SERVICES

21000 Education Court
Ashburn, Virginia 20148
Telephone: 571-252-1050
Facsimile: 571-252-1101



November 30, 2009

Mr. Marchant Schneider
Loudoun County Planning Department
1 Harrison Street, S.E., 3rd Floor
Leesburg, VA 20177

Re: CMPT 2009-0013, LCSB Goshen Road Assemblage Property, Response to Referral Comments

Dear Marchant:

I am writing to provide responses to the referral comments received on the Loudoun County School Board Commission Permit 2009-0013 application for HS-7 and an elementary school in Dulles South.

Office of Transportation Services, Referral dated November 19, 2009

Comment: The OTS comments review the *Revised General Plan*, the *2001 Revised Countywide Transportation Plan* and the *2003 Bike & Ped Plan* policies in relation to the proposed use. The OTS referral concludes that OTS has no objection to the approval of the requested Commission Permit.

Response: No response necessary

Zoning Administration, Referral dated November 20, 2009

- 1. Comment:** A school, whether elementary, middle or high school for more than 15 pupils is a special exception use in the TRI-UBF zoning district (Section 2-1702). Similarly, pursuant to Section 4-604(SS) of the PD-GI zoning district, a public school is a special exception use subject to Section 4-607(H) of the Zoning Ordinance. Please ensure that a special exception application is submitted to locate the school use at the above referenced properties.

Response: A special exception application will be filed after action on the Commission Permit.

- 2. Section 6-1103(A)** states that the feature for which approval is being sought, must substantially conform to the Comprehensive Plan. Staff defers to the Planning Department for comment.

To: Marchant Schneider
Re: CMPT 2009-0013
Date: November 30, 2009

Response: Acknowledged. The 11/24/09 Community Planning referral finds that the proposed uses are in substantial accord with the Comprehensive Plan.

3. **One of the properties (MCPI # 247-28-4151) owned by Stone Ridge Community Development IV LLC is currently in review with the County as part of a legislative application ZMAP 2006-0011 and ZCPA 2006-0003. Please note that this application must be approved prior to approval of a special exception for the schools.**

Response: Acknowledged. ZMAP 2006-0011 and ZCPA 2006-0003 must be acted upon prior to action on the proposed school special exception application.

4. **Include the commission permit application number CMPT 2009-0013 on the Cover Sheet.**

Response: The application number has been added to the Commission Permit Plat Cover Sheet.

5. **It is not clear why the zoning requirements are included on the Cover Sheet. The Applicant notes that there are 9 existing lots and one proposed lot. This implies lot consolidation which is not part of this application. Staff recommends that the zoning requirements be removed as they are not relevant to the commission permit application.**

Response: The zoning requirements have been removed as recommended.

6. **It should be noted that zoning has not reviewed the proposed application in terms of site design, layout, zoning district regulations etc. This will be done at the time of special exception. Staff therefore recommends that Sheet 7 is removed from the CMPT application.**

Response: Sheet 7 was provided in response to recommendations offered at the pre-application conference for the commission permit filing and is specifically provided to offer a concept for the proposed pedestrian network. Sheet 7 is labeled as for illustrative purposes only. It is acknowledged that Zoning Staff has not reviewed the commission permit in terms of site design, layout, zoning district regulations and so forth which will appropriately be accomplished at the special exception review. Sheet 7 has not been removed in light of the request to provide a conceptual pedestrian layout for comprehensive plan review.

7. **In the Statement of Justification (page 2) correct the special exception reference SPEX 2000-0017 to SPEX 2009-0017.**

Response: The typo in the application number has been corrected in the Statement of Justification

To: Marchant Schneider
Re: CMPT 2009-0013
Date: November 30, 2009

Community Planning, Referral Comments dated November 24, 2009

Comment: Staff finds that the general location, character, and extent of the proposed uses are in substantial accord with the Comprehensive Plan which anticipates the development of schools in the Transition Area in locations along major roadways which can handle higher traffic volumes and where they will provide a transition between suburban and rural areas. Therefore, staff supports the approval of a Commission Permit for the proposed uses.

Response: No response necessary.

Additional Verbal Recommendation: Remove the "future" from the elementary school to avoid the potential confusion as to whether this Commission Permit includes the elementary school.

Response: The word "future" was intended to recognize that a specific project number has not been assigned to the elementary school. As noted in the Community Planning referral, the FY 10-14 LCSB Capital Improvement Program identifies the need for three additional elementary schools to serve the Dulles South area (south of Route 50). This application request includes both HS-7 and an elementary school and the word "future" has been removed in order to avoid any confusion.

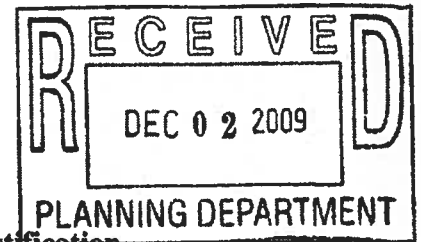
In preparation for the upcoming Planning Commission Public Hearing scheduled for December 17, 2009, please find enclosed a revised Statement of Justification along with a highlighted copy depicting the changes incorporated and copies of the revised Commission Permit Plat for the public hearing packet. Please let me know if any additional information is needed. Thank you for your continued guidance.

Sincerely,



Sara Howard-O'Brien, AICP
Land Management Supervisor

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Loudoun County School Board
Commission Permit (CMPT 2009-0013) Statement of Justification
High School (HS-7) and Elementary School, Goshen Road Assemblage
October 14, 2009
Updated November 30, 2009

Proposal

The Loudoun County School Board (LCSB) seeks approval of a Commission Permit to allow a high school (HS-7) and an elementary school on approximately 97.16 acres of land located south of Route 50, north of Route 620/Braddock Road, on both sides of Goshen Road within Dulles South. The property is situated to the west of future Relocated Route 659, west of the community of Stone Ridge, and is within the Dulles Election District. The assemblage includes the following properties:

MCPI #	Owner	Acreage	Zoning
247-17-3577	Aldie Investments, LLC	15.02 ac	TR-1
247-17-8636	Aldie Investments, LLC	10.74 ac	TR-1
248-47-9789	Atif Ihsan Shah	2.26 ac	TR-1
248-47-8669	Aldie Investments, LLC	4.36 ac	TR-1
248-47-8234	Aldie Investments, LLC	12.93 ac	TR-1
248-37-9082	Robert & Frances L. Hall	8.57 ac	TR-1
248-37-9637	Doris Mae Larsen	14.04 ac	TR-1
248-38-2718	Frances L. Hall	3.0 ac	TR-1
248-48-6530	Floyd & Sandra Kline	3.0 ac	PD-GI (ZMAP 89-0008)
247-28-4151 (portion)	Stone Ridge Community Dev. IV, LLC	23.24 ac	TR-1 (ZMAP 1994-0017, ZMAP 2002-0013, ZCPA 2002-0004)
	Total Acreage	97.16 ac	

The property is also within one mile of the LDN60 of Dulles Airport within the AI, Airport Impact Overlay District and contains major floodplain within the FOD, Floodplain Overlay District.

The Loudoun County Public Schools program for a high school includes a building of up to 292,000 square feet with a student capacity of 1800 and various recreational and athletic facilities including the high school football stadium, concession stands, ticket booths, storage buildings, the field house, baseball and softball dugouts and various athletic fields for both the physical education program and competition. The structures associated with the recreational facilities (concession stand, storage buildings, etc) contain an additional 10,000 square feet. The planned opening for the high school (HS-7) is the Fall of 2012, as identified in the FY 2010-2014 School Board Adopted Capital Improvements Program (CIP). The elementary school program includes a two story building of up to 105,000 square feet with a student capacity of 875 and recreational facilities including a softball field and an all purpose field. A specific elementary school has not been identified for this site but will be determined later as a part of the CIP review.

Background

The land funds for HS-7 became available in July of 2006. Consideration was given to different sites, all of which were evaluated utilizing school site guidelines. Locations presented environmental obstacles, unwilling sellers, and asking prices significantly beyond appraised values. In February of 2008, SPEX and CMPT applications were filed for a site known as the Lenah Property. After extensive review, the applications were denied on October 21, 2008. During the review of the Lenah Property applications, concern was raised as to why LCPS did not choose a location within the Suburban Area, closer to the higher density communities of South Riding, Stone Ridge and surrounding neighborhoods. LCPS had found that there are limited opportunities for sites in the Suburban Area and purchasing sites in these higher density areas exceeded the land acquisition budget. Vacant land in the Dulles South Suburban Area consists primarily of land with zoning entitlements that result in higher land values and land within the County's planned Route 50 Business/Retail/Industrial corridor. A land inventory of the Dulles South Suburban Area was conducted at the direction of the Board of Supervisors in the Fall of 2008.

The proposed site is located within the Transition Area, adjacent to the Suburban Area, across future Relocated Route 659 from the community of Stone Ridge. Utilities (public water and sewer, gas and electric lines) are in close proximity to the site and may be readily extended for development. The property will accommodate the high school program and provide a location for an elementary school. The construction funds for HS-7 were approved by the voters on November 4, 2008.

It is important to note that based on land use approvals, this area is expected to experience continued growth. The FY10-14 Capital Improvement Program includes three elementary schools, two middle schools and one high school that will be needed to serve Dulles South and vicinity to the south of Route 50. Only one of these schools can be met by a proffered site (ES-20 at Seven Hills, under construction and opening Fall 2010). A middle school site (MS-5) was approved on July 28, 2009, (SPEX 2009-0017 and CMPT 2009-0004). The proposed site would satisfy the planned high school need and one of the future elementary school sites. One additional elementary and one additional middle would still be needed. On the north side of Route 50, there are an additional four elementary, one middle and two high schools planned to serve the Ashburn/Dulles area. Of these, there are four proffered sites available (Brambleton (ES-14), Moorefield Station (ES-16), Arcola Center (ES-23), and Loudoun Valley Estates (HS-6)). Three additional sites (one ES, one MS and one HS) are needed. It is important to note that the CIP is for a five year planning period and does not reflect buildout of approved development. In addition, there are approximately 5,500+ acres planned for residential use within the Freedom (and planned HS-7) service boundary that could potentially be developed. This planned acreage is not included in the CIP projections.

COMMISSION PERMIT FACTORS FOR CONSIDERATION:

The checklist for a Commission Permit requires a Statement of Justification that details the proposed use. Central to the review of a Commission Permit is the need to establish that the use is consistent with the applicable comprehensive plan policies.

The proposed school site is governed under the policies of the Revised General Plan (The Plan), the Countywide Transportation Plan (CTP), and the Bicycle and Pedestrian Mobility Master Plan (BPMMP). The subject property is designated as Transition Policy Area under The Plan and is located in the Upper Broad Run and Upper Foley Subareas. The Transition Policy Area is intended to provide a visual and spatial transition between the suburban development in the eastern part of the County and rural development in the west. All development within the Transition Policy area is to achieve a balance between the built and natural environments and to provide significant open space respecting the Green Infrastructure policies. The narrative for the non-residential component of the Transition Area recognizes the need to provide public schools that will serve both the rural and suburban populations. The Transition policies envision that the Transition area will develop in varying densities and development patterns including large-lot low density residential development, higher density mixed-use villages and residential clusters. The Upper Broad Run subarea policies state that development in a clustered pattern at existing zoning of one dwelling unit per three acres or one unit per acre is reasonable and appropriate.

Ideally, new non-residential uses are to be organized within the community cores of villages and, in general, should be compatible with the overall land use pattern. Plan policies provide that non-residential uses within the Transition Policy Area are to front on major arterial or collector roads and are to be developed at a scale that allows them to blend effectively into the rural landscape. The scale and volume of primary structures and accessory elements should not dominate over the natural landscape and should be screened through the use of natural landscaping and earthen berms. Building heights are to relate to the surrounding landscape. Specific school policies provide that public school sites should be located at the focus of the attendance area and provide safe and convenient access for students.

The proposed school site is situated west of planned Relocated Route 659, a planned, minor arterial and to the west and south of planned residential neighborhoods within the community of Stone Ridge (ZMAP 1994-0017, ZMAP 2002-0013, ZCPA 2002-0004). A 23 acre portion of the site is within Stone Ridge West. The site is bisected by Goshen Road which is proposed to be vacated as a part of the school development from the new public access road to be constructed to serve the school site, south to Braddock Road. To the west and south is the approved preliminary subdivision (SBPL 2006-0040) for Westport (Zoned TR-1). Also to the south is a proffered park to be conveyed to the County as a part of ZMAP 2002-0003, C.D. Smith.

This site will provide a transition between the suburban development of Stone Ridge to the east and the residential properties within the Transition Area to the north (Stone Ridge), west (Westport), and south (Westport and C.D. Smith). As noted above, a community park/civic space of approximately 14.5+ acres is located to the south of the site on the east side of Goshen Road. This park is to be conveyed to the County upon the issuance of the 300th residential zoning permit within the C.D. Smith development. The total number of residential units approved for ZMAP 2002-0003 is 455.

The site is situated such that there is a 7 acre wooded wetland conservation area located off-site between the proposed high school and planned Relocated Route 659. Buffers will also be provided on site consistent with the Plan policies for green infrastructure elements and the County's landscape ordinance. To the extent possible, existing mature vegetation will be incorporated into the site buffers, to be

determined at the Special Exception stage. Both the high school and elementary school will utilize a two story design, not to exceed 40 feet in height. Location of the school near an arterial road, at the eastern edge of the Transition Area, will allow the school to blend in with the developing adjacent Suburban Community and, through the use of buffers, existing vegetation, and open space, "transition" into the planned lower density of the surrounding properties. Further, building design will incorporate features to provide an aesthetic appearance including double hung windows similar to residential construction, accent materials to provide interest in color and texture, and horizontal bands to minimize height appearance. The site is well positioned to serve the currently developed communities and the future population planned for the surrounding area. Safe and convenient vehicular access will be provided via Relocated Route 659. Pedestrian trails will be provided on site with connections available to the nearby communities.

The proposed high school will provide relief to Freedom High School which had an enrollment of 1609 students on September 30, 2009 (capacity 1600). By 2012 when HS-7 is planned to open, preliminary projections place the student population for Freedom High School at 2,325.

Overall, school sites provide a balance between the built and natural environment and afford significant open space. The Plan provides guidelines for development in accord with Conservation Design. Chapter 5 of The Plan identifies four components of the Green Infrastructure to be considered as a part of Conservation Design:

Group One/Natural Resource Assets. The proposed site contains various natural features including steep slopes, wooded areas, wetlands and floodplain. Presently the site is situated on both sides of Goshen Road. Studies performed on the assemblage have been conducted as a part of studies for larger adjacent projects, specifically Westport and Stone Ridge. Together, these studies provide information relative to the majority of the site.

Limited areas of steep slopes, both very and moderate, are located in the northwestern portion of the property, to the north and south of the floodplain/wetlands area. The portion of the site located east of Goshen Road is comprised of relatively uniform topography, with slopes generally at 5%. This acreage drains east to an unnamed tributary of the South Fork of Broad Run. The portion of the site located west of Goshen Road consists of more varied topography, with the southern half of this acreage including slopes of 4% to 5%, and the northern half generally consisting of slopes of 12% to 20%. The western portion of the site drains north and west to the South Fork of Broad Run and an unnamed tributary, respectively. Areas of moderate (2.53 acres) and very steep (.64 acre) slopes exist at the convergence of these two features, as well as along the banks of the South Fork of Broad Run. Development of the site will avoid very steep slopes and development within the moderately steep slopes is minimized. There are two small areas of moderately steep slopes adjacent to a planned soccer field to be located on the northern portion of the site that will be disturbed. The major flood plain (3.61 acres) crosses the northwestern portion of the site on MCPI 247-17-3577. No development is proposed in the flood plain. (Please reference Green Infrastructure Sheet 5 of the CMPT Plan)

A Forest Management Plan and Cover Type Map, prepared by Zimar & Associates, Inc., dated February 15, 2005, for Westport includes the portion of the site located west of Goshen Road. This study

describes the western area as having Cover Type 1 on the southern third of the property. Cover Type 1 is defined as "uneven-aged, mature upland hardwoods between 10" to 20" DBH with some larger trees present, primarily oaks, up to 30 inches". Just to the north of the Cover Type 1 is Cover Type 5, described as "old field seeded in with immature eastern red cedar and Virginia pine between 4" and 6" DBH". On the northern portion of the property near the floodplain is additional Cover Type 5 and Cover Type 2 which is defined as "uneven-aged, young mature to mature mixed hardwoods between 6" to 14" DBH with some larger trees present, primarily oaks, up to 26 inches".

As a part of ZMAP 2002-0013 and ZCPA 2002-0004, Stone Ridge, a Cover Type Inventory Report prepared by Zimar & Associates Inc, dated April 14, 2002, was provided. For the area east of Goshen Road the tree cover is identified as Cover Type 7, described as "even-aged, immature to young (15-20 years), 3 to 12 inches DBH, Virginia pine, eastern red cedar, black locust, persimmon and scattered oaks." (Please Reference Existing Tree Cover Map Sheet 6 of the CMPT Plan)

The development of the property will necessitate removal of wooded areas. To the extent practical, existing trees will be utilized to meet landscape buffer requirements along the site boundaries and adjacent to green infrastructure elements. Wooded areas outside of the required school facilities will also be identified for potential conservation at the time of Special Exception. One area targeted for conservation is in the northwestern portion of the site adjacent to the floodplain and wetlands.

Jurisdictional wetlands have been delineated on the property and are primarily located along the western boundary and in the northwest portion of the site. There is also a small segment of wetlands located at the southeast corner of the site. Information from the land development application files indicates that the wetlands report for the portion of the site west of Goshen Road was prepared by Williamsburg Environmental (Westport) and the wetlands report for the area east of Goshen Road was prepared by Wetland Studies and Solutions Inc. (Stone Ridge). The proposed plan avoids development in the wetland areas and provides a 50 foot buffer adjacent to these areas in accord with Plan Policy.

The Virginia Department of Conservation and Recreation (DCR) provided a project review for Westport, including the subject properties on the west side of Goshen Road, dated December 15, 2004. The review referenced the possibility of the wood turtle within the project area if appropriate habitat was present. The wood turtle is classified as threatened by the Virginia Department of Game and Inland Fisheries. In June of 2005 a Wood Turtle Habitat Assessment was conducted by Williamsburg Environmental Group, Inc. The assessment indicated that no wood turtles were noted during the site visit and that wood turtles typically inhabit perennial systems. DCR provided a review for the Stone Ridge development on November 23, 2004, indicating that natural heritage resources had not been documented in the project area. Natural heritage resources are defined by DCR as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities and significant geologic formations. LCPS is unaware of any review that may have been done for the 3 acre parcel (MCPI 248-48-6530) situated to the south of the Stone Ridge portion of the site. LCPS sent a request to DCR for an updated and consolidated review of the assemblage. DCR responded in a letter dated September 3, 2009, stating that the proposed project is not expected to adversely impact any natural heritage resources.

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The property is not adjacent to any scenic rivers and does not possess limestone conglomerate area. No adverse impact to groundwater is anticipated. The project will utilize public sewer and water. Development will be accomplished in accord with the County regulations and development standards. Overall, the physical characteristics of the site are well suited for the proposed school use.

Group Two/Heritage Resource Assets. The majority of the subject property has been examined under two separate archaeological investigations. In addition, portions of the site were reviewed in 2004 by Coastal Carolina Research, Inc. in the context of a proposed Tri-County Parkway Corridor. Only three acres of the assemblage (MCPI 248-48-6530) have not been the subject of an archaeological study. A study of this 3 acre area would be undertaken prior to submission of a Special Exception and/or Zoning Amendment.

In 2000, a Phase I Archeological Investigation was conducted by Thunderbird Archeological Associates, Inc. for 800 acres of the Stone Ridge property. A portion of the proposed school site (23+ acres of MCPI 247-28-4151) was included in this review. While the study identified eleven archeological sites within the larger 800 acre property, none are located within the 23+ acre portion of the proposed school site. No further archeological work was or is required for this area.

In 2005, Cultural Resources, Inc. conducted a Phase I investigation of 731 acres of the then proposed Westport Development. A portion of the proposed school site (67.9 acres, 247-17-3577, 247-17-8636, 248-47-9789, 248-47-8669, 248-47-8234, 248-37-9082 and 248-37-9637) was included in this review. Of the resources identified during this study (five archeological resources, three architectural resources and 13 artifact locations) only one architectural resource is located within the project site. Resource 053-6070 is the Larsen House, a 1940's one-story frame building with two lean-to additions, located in the northwest portion of the school site. The CRI study noted that the dwelling had been vacant for a number of years and was in poor condition. CRI determined that Resource 053-6070 was not eligible for the National Register of Historic Places and made a recommendation for non-eligibility. The Virginia Department of Historic Resources (DHR) did not evaluate the property, likely because no federal permits were involved. Testing in the vicinity of the Larsen House did not produce artifacts and no archeological site is associated with this resource.

In 2004, Coastal Carolina Research, Inc. (CCR) conducted an architectural survey for Corridor D of the proposed Tri-County Parkway including a portion of the proposed school site. Twelve new architectural resources were recorded and five previously recorded resources were contained in the corridor study. Of these, two of the new resources lie within the proposed school site: Resource 053-6050, the Kline House, and Resource 053-6051, the Monday-Larsen-Hall House. Neither house was considered eligible for the National Register of Historic Places by CCR. DHR concurred with the CCR recommendation.

An August 6, 2009, memorandum prepared by Thunderbird Archeology summarizing the archeological investigations that have been conducted on the proposed school site is included with this application submission.

Group Three/Open Space Assets. The development of this property for a high school and an elementary school will include significant open space assets. The Plan recognizes public school sites as an element

of the County's Green Infrastructure system. Facilities provided at the school site will afford active recreational opportunities for the community.

Group Four/Complementary Elements. Development will comply with the County's standards for air quality, light and noise. No adverse impacts are anticipated. The high school competition fields (stadium, baseball and softball) will be lighted. Lighting will be cutoff and fully shielded, directed inward and downward toward the interior of the property.

Transportation

As noted previously, the proposed school site is located in close proximity to a planned arterial road, Route 659 Relocated. Access to the school site is proposed via a new public road to be constructed between Route 659 Relocated and Goshen Road. It is also proposed that Route 659 Relocated will be constructed as a two lane road connecting to Tall Cedars Parkway to the north and Braddock Road to the south. As a part of the future applications for the school use, a request will be made to abandon existing Goshen Road from the intersection of the new access road south to Braddock Road. As a result of this assemblage of properties there would be no properties dependent on this section of Goshen Road for access. Meetings have been held with the Office of Transportation and the Virginia Department of Transportation for a preliminary review of this proposed transportation network. LCPS staff is also working with the County Department of Parks and Recreation and the owner of the C.D. Smith property to explore the potential for a future public road between Route 659 Relocated and the proposed elementary school (across the proffered park site). The proposed transportation network will be analyzed in a traffic study to be conducted prior to the submission of the special exception (school use) and rezoning (for the 3 acre PD-GI zoned parcel) applications. Overall, a safe and efficient access is proposed consistent with Plan policies. Also included in the application is a preliminary pedestrian access plan which will be refined as a part of the future applications. (Please reference Pedestrian Circulation Exhibit Sheet 7 of the CMPT Plan).

Sustainable Design

Loudoun County School Board, as a goal for design, construction, renovation and operation of all Loudoun County public facilities will strive to meet or exceed the criteria of nationally recognized programs for measuring energy efficiency such as:

- The Energy Star rating system developed by the United States Environmental Protection Agency and the United States Department of Energy (USEPA & USDOE) which are Federal Agencies,
- The Collaborative for High Performance Schools (CHPS) scorecard system developed by the CHPS technical committee which is made up of state agency officials, designers, school district officials, contractors, product manufacturers and energy and water utility officials.
- Leadership in Energy and Environmental Design (LEED) rating system developed by The United States Green Building Council (USGBC) a not-for-profit public interest organization,
- The Green Globes rating system developed by the Green Building Initiative a not-for-profit public interest organization
- Other relevant programs designed to rate energy efficiency

LCPS currently incorporates a number of sustainable materials and practices into the prototype school facilities as an effort to be good stewards of the environment. Some notable examples include:

- Sustainable design and operations standards in accordance with the EPA, Energy Star Program
- Energy management control systems (EMCS) for lighting and temperature control
- Variable air volume (VAV) HVAC systems
- HVAC systems commissioning services during design and construction
- Electrical and control commissioning systems services during design and construction
- CO² sensors in high occupancy areas
- Multiple levels of classroom lighting allows adjustment based on levels of natural light
- Full cut-off security and parking lot lighting.
- Energy use per square foot in all prototypical facilities reduced with energy efficient lighting fixtures
- Use of low volatile organic compound (VOC) materials such as interior paints
- Incorporation of water saving control valves in plumbing fixtures.
- Use of urinals and toilets that utilize less water than that required by Table 604.4 of the International Plumbing Code (i.e. 1.6 gallons per flush)
- Low impact design storm water management features
- Specification of local products to minimize travel of deliveries

It is noted that in evaluation of the design toward the Board of Supervisors goal to strive to attain Silver level of LEED certification, there are numerous sustainable features incorporated into the LCPS prototype designs that may not gain a point in the LEED rating system but which meet or exceed the intent of particular point and result in energy efficiency, improved air quality, or otherwise implement sustainable measures. LCPS will continue to evaluate the level of certification as the project design progresses.

LCPS's Energy Education team administers a well developed system of monitoring, measurement and verification of all utility costs including water, electricity, gas, fuel oil, etc. To date LCPS has saved over \$29 million in energy cost avoidance and over 1 billion pounds of carbon output. The Energy Education team includes seasoned educators and a Certified Energy Manager. Their program includes educational presentations to staff and students, Energy conservation awareness student contest and the Energy Cost Avoidance Program (CAP). This program includes "Energy Report Cards" that are provided to each school that describes the energy and water use as well as that particular school's level of cost avoidance.

Summary

The proposed school use is consistent with the policies of the County's Adopted Comprehensive Plan. Specifically:

- The School Board has determined the need for the proposed high school and elementary school. This high school will provide relief to Freedom High School which had an enrollment of 1,609 students on September 30, of 2009, (capacity 1600) and a projected (preliminary) student population of 2,325 by 2012 when HS-7 is planned to open.

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- HS-7 is a part of the Loudoun County School Board Adopted CIP. Land acquisition funds were made available in July of 2006 and construction funds were approved by the voters in November of 2008.
- The proposed site is located at the focus of the existing and potential future attendance area, within the Transition Area, immediately adjacent to the Suburban Area. The Transition Area is planned for growth. The Transition Area policies recognize the need to provide public schools in the area that will serve not only the Transition Area but also the rural and suburban student populations.
- Safe and convenient access will be provided to the schools via the proposed road network. The site has convenient access to a minor arterial in accord with Transition Area policies. To the extent possible, the schools will be linked to adjacent neighborhoods via sidewalks/trails. Sidewalks/trails are proposed along the proposed new access road, Route 659 Relocated and throughout the school site.
- The County's Parks and Recreation Department will review the proposed school site through the referral process. LCPS and Parks and Recreation have a long standing coordination policy for shared use of fields.
- The proposed development has taken into account planning goals related to elements of Green Infrastructure including protection of environmentally sensitive areas, incorporation of tree save areas and indigenous vegetation into proposed buffers, use of low impact design techniques and best management practices, and the use of sustainable design measures.
- The proposed site will be served by public sewer and water and will have all utilities needed to support the proposed use.
- The proposed use is compatible with the anticipated residential uses. Buffers will be provided along the property boundaries. Existing trees will be utilized as a part of the buffers to the extent practical. Tree Save areas outside of those areas required for school facilities will be provided. Building design will incorporate features to provide an aesthetic appearance including double hung windows similar to residential construction, accent materials to provide interest in color and texture, and horizontal bands to minimize height appearance. The building height will be less than 40 feet consistent with Transition Area policies. The athletic fields have been sited to minimize conflicts with surrounding residential areas. Proposed building, parking and security lighting will be cutoff and shielded, directed downward and toward the interior of the property.
- The proposed use complies with the zoning standards of the TR-1 District. Special Exception and Zoning Amendment applications will be filed for the proposed use.
- Overall, the proposed location, character, and extent of the proposed uses are in substantial accord with the County's Adopted Comprehensive Plan.

In summary, the proposed school site is consistent with the Plan policies and will meet a critical school service need. Your favorable consideration is respectfully requested.